

Transportation Committee

Business Item

Item: 2008-20

Meeting date: January 14, 2008

ADVISORY INFORMATION

Date:	January 4, 2008
Subject:	2008-2011 Transportation Improvement Program (TIP) Amendment: Scope Change for Metro Transit SP #CM-14-03 Vehicle Purchase and SP #CM-05-03 Service Implementation (TAB Action 2007-63)
District(s), Member(s):	All
Policy/Legal Reference:	TAB Action
Staff Prepared/Presented:	Carl Ohrn, Planning Analyst MTS (651-602-1719) Amy Vennewitz, Dep. Dir. Finance & Planning MTS 651-602-1058) Arlene McCarthy, Director MTS 651-602-1754)
Division/Department:	Metropolitan Transportation Services

Proposed Action

That the Metropolitan Council concur with the Transportation Advisory Board (TAB) Actions to amend the 2008-2011 Transportation Improvement Program (TIP) to approve the following:

Request by Metro Transit to reduce the total cost of SP#CM-14-03 from \$5,941,761 to \$3,025,625 and SP#CM-05-03 from \$1,269,931 to \$926,930 (TAB Action 2007-63).

Background

The scope change is needed because Metro Transit will not construct the park-and-ride at CSAH 81 and CR 152 associated with the bus purchase and transit service. Because Metro Transit will not build the CSAH 81 park-and-ride, they do not require as much service in the corridor.

Metro Transit will add parking to the park-and-ride facility at TH 610 and Noble Parkway and the 63rd Avenue park-and-ride, which should absorb much of the demand in this corridor.

Rationale

The TAB must approve scope changes to regionally selected projects before a project can be implemented.

Funding

The returned funds will be allocated in the 2007b solicitation process.

Known Support / Opposition

No known opposition.

Transportation Advisory Board

of the Metropolitan Council of the Twin Cities

Donn R. Wiski
Chair

January 4, 2008

County Commissioners

Dennis Berg
Anoka County

Tom Workman
Carver County

Paul Krause
Dakota County

Linda Koblick
Hennepin County

Janice Rettman
Ramsey County

Jon Ulrich
Scott County

Myra Peterson
Washington County

Municipal Officials

Dan Boström
St. Paul City Council

Liz Workman
Burnsville City Council

William Hargis
Mayor of Woodbury

Sandy Hewitt
Plymouth City Council

James Hovland
Mayor of Edina

Robert Lillgren
Minneapolis City Council

Craig Peterson
Chanhassen City Council

Dick Swanson
Blaine City Council

Julia Whalen
Champlin City Council

Wendy Wulff
Lakeville City Council

Citizen Members - Precinct

Steven Schulte - A
Joseph McCarthy - B

James Meyers - C

Chuck Haik - D

Bart Ward - E

Donn Wiski - F

Jill Smith - G

Ken Johnson - H

Agency Representatives

Peggy Leppik
Metropolitan Council

Khani Sahebjam
Minnesota DOT

Vacant
M.A.C.

David Thornton
M.P.C.A.

Modal Representatives

Richard Mussell
Transit

Glenn Olson
Transit

Ron Lifson
Freight

David Gepner
Non-motorized

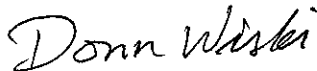
Peter Bell, Chair
Metropolitan Council
390 Robert Street No.
St. Paul, MN 55101

Mr. Bell:

On December 19, 2007, the Transportation Advisory Board (TAB) voted to approve a request from Metro Transit to change the scope and reduce the total cost of SP# CM-14-03 from \$5,941,761 to \$3,025,625 and SP# CM-05-03 from \$1,269,931 to \$926,930.

The TAB forwards this action to the Metropolitan Council for concurrence along with additional information described in TAB action transmittal 2007-63.

Sincerely,



PR Donn Wiski, Chair
Transportation Advisory Board

kjr/kjr

Transportation Advisory Board
of the Metropolitan Council of the Twin Cities

ACTION TRANSMITTAL

No. 2007-63

DATE: January 4, 2008
TO: Metropolitan Council
FROM: Transportation Advisory Board
SUBJECT: Scope change for Metro Transit SP #CM-14-03 Vehicle Purchase and SP #CM-05-03 Service Implementation

MOTION: The Transportation Advisory Board approved a request by Metro Transit to change the scope and reduce the total cost of SP# CM-14-03 from \$5,941,761 to \$3,025,625 and SP# CM-05-03 from \$1,269,931 to \$926,930.

BACKGROUND AND PURPOSE OF ACTION: The TIP Amendment is needed because Metro Transit is turning back a portion of the federal funds awarded to it for the Bottineau Boulevard Corridor. The park-and-ride at CSAH 81 and CR152 associated with the bus purchase and transit service in this scope change has been dropped from the TIP. In addition, Metro Transit is expanding the Highway 610 and Noble Parkway park-and-ride and the 63rd Avenue park-and-ride, which should absorb much of the demand in this corridor. Because the CSAH 81 park-and-ride will not be built, Metro Transit does not require as much service. In addition to this TIP Amendment, the withdrawal of SP #90-595-08 (the park-and-ride facility), which had a federal cost cap of \$7,150,550, will be removed from the TIP.

Additional background material is attached.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
Funding & Programming Committee	Review & Recommend	November 15, 2007
Technical Advisory Committee	Review & Recommend	December 5, 2007
TAB Programming Committee	Review & Recommend	December 19, 2007
Transportation Advisory Board	Review & Adopt/Approve	December 19, 2007
Metropolitan Council	Concurrence	

November 8, 2007

Tim Mayasich, Chair
TAC Funding & Programming Committee
Metropolitan Council
390 North Robert Street
St. Paul, MN 55101

Re: Amendment to the 2008-2011 Transportation Improvement Program (TIP) for the Twin Cities,
Minnesota Metropolitan Area

State Project Number: 90-595-08 (Facility Construction)

State Project Number: CM-14-03 (Vehicle Purchase)

State Project Number: CM-05-03 (Service Implementation)

Dear: Mr. Mayasich:

Please consider this formal request from Metro Transit to amend the Minnesota 2008 – 2011 Transportation Improvement Program (TIP) for the Twin Cities Minnesota to modify the corresponding facility construction, vehicle purchase, and service implementation projects for the Bottineau Boulevard Corridor in 2008-2011. A separate request letter has been submitted for the related scope change. The projects are being submitted with the following information:

PROJECT IDENTIFICATION:

STATE FISCAL YEAR	ATP	DIST	ROUTE SYSTEM	PROJECT NUMBER (S.P. #) (Fed # if available)	AGENCY	DESCRIPTION include location, description of all work, & city (if applicable)	MILES
2008	M	M	CSAH 81	90-595-08	Met Council - MT	DO NOT construct park-and-ride facility at CSAH 81 and Co Rd 152 in Brooklyn Park	0
2008	M	M	CMAQ	CM-14-03	Met Council - MT	Purchase 5 articulated buses for Bottineau Blvd park-and-ride service expansion from Brooklyn Park to downtown Minneapolis	0
2009 2010 2011	M	M	CMAQ	CM -05-03	Met Council - MT	Provide new weekday peak period service between Brooklyn Park and downtown Minneapolis	0

A service of the Metropolitan Council

PROG	TYPE OF WORK	PROP FUNDS	TOTAL \$	FHWA \$	AC \$	FTA \$	TH \$	OTHER \$
TR	Miscellaneous	CMAQ	\$0	\$0	\$0	\$0	\$0	\$0
TR	Purchase Bus	CMAQ	\$3,025,625	\$2,420,500	\$0	\$0	\$0	\$605,125
TR	Service Implementation	CMAQ	\$926,930	\$741,544	\$0	\$0	\$0	\$185,386

PROJECT BACKGROUND:

1. Briefly describe why amendment is needed (e.g., project in previous TIP but not completed; illustrative project and funds now available; discretionary funds received; inadvertently not included in TIP).

There are 3 different grants associated with this proposed park-and-ride. Amendments to the facility construction, vehicle purchase, and service implementation grants are being requested.

Facility Construction (90-595-08)

*Request: Remove the CSAH 81 (Bottineau Boulevard) and Co Rd 152 (Brooklyn Boulevard) park-and-ride project as a line item. Reduce 800 spaces to 0 spaces. Reduce the total (federal and local) facility construction cost from **\$8,938,188** to **\$0**.*

The property originally identified as the park-and-ride site in this grant is not available and its acquisition would require eminent domain action. An alternate site was found for the proposed park-and-ride, located in the northwest quadrant of Brooklyn Blvd and Bottineau Blvd, immediately north of the originally identified site. The alternate location would have served the same market area as the originally proposed site.

However, the alternate location appears to be in need of remediation and would require cost prohibitive storm water treatment. Also, the site would have required a new city road to provide access from Brooklyn Blvd.

The original plan for building park-and-ride capacity to serve the Bottineau Blvd BRT Corridor involved building two facilities: 800 structured spaces at Brooklyn Blvd and 250 surface spaces (expandable to 550 structured spaces in the future) at 63rd Ave. Due to the land acquisition problems at Brooklyn Blvd combined with the need to ensure adequate park-and-ride capacity to serve the corridor in the near-term, a decision was made to fully build-out 63rd Ave immediately. The 550-space 63rd Ave park-and-ride has been operational since March 2007. Also, Metro Transit plans to deck the Hwy 610 and Noble Parkway park-and-ride, providing an additional 582 spaces at a facility that shares part of its market area with the Bottineau Blvd and Brooklyn Blvd site. As a result, most of the demand in the Brooklyn Blvd market area will be absorbed by nearby park-and-rides.

Since this facility will not be built, none of the \$6,094,000 in federal grant money (2008 dollars) will be needed.

Vehicle Purchase (CM-14-03)

Request: Change the vehicles from hybrid electric to ultra-low sulfur, bio diesel, and the number of vehicles to be purchased from 10 to 5. Reduce total (federal and local) vehicle purchase cost from \$5,941,761 to \$3,025,625.

The incremental number of buses required to serve an additional 400 spaces is five (peak service and spares). The original application focused primarily on hybrid electric buses. However, the application stated that "Expanded service would be operated with a new fleet of hybrid-electric buses and/or articulated buses."

Hybrid electric buses are not as effective in reducing emissions when used on express routes traveling long distances at higher speeds as compared to use on local routes traveling shorter distances at slower speeds. Ultra-low sulfur, bio diesel, articulated buses are the best option for obtaining the greatest energy efficiency and emissions reduction on long-distance, express routes. It is expected that 5 ultra-low sulfur, bio-diesel, articulated buses could be delivered for operational use by the end of 2008.

Five ultra-low sulfur, bio-diesel, articulated buses will cost approximately \$3,025,625 (2008 dollars), and therefore the full \$5,941,761 grant (2008 dollars) will not be needed. Although Metro Transit is currently using buses to run six trips per day, these are buses that have been held from retirement, not new buses. Metro Transit has already ordered five ultra-low sulfur, bio-diesel, articulated buses to replace the buses being held from retirement and to add additional service.

Approximately \$2,420,500 in federal funding (2008 dollars) will be need to purchase five ultra-low sulfur, bio-diesel, articulated buses and therefore the full \$4,753,409 federal grant (2008 dollars) will not be needed.

Service Implementation (CM-05-03)

Request: Reduce the level of service based on the reduction from 1,050 to 550 spaces. Reduce the number of daily trips from 37 to 8. Advance service implementation funding from 2009-2011 to 2008-2010. Reduce total (federal and local) service implementation cost from \$1,269,931 to \$926,930.

The incremental number of daily trips required to serve an additional 400 spaces is 14 (7 am and 7 pm). Metro Transit is already operating 6 trips per day on route 767 (3 am and 3 pm). Therefore, Metro Transit requests funding for 8 trips per day (4 am and 4 pm).

Approximately \$741,544 in federal funding (2009-2011 dollars) will needed to provide eight daily trips in 2009, 2010 and 2011, and therefore the full \$1,015,944 federal grant (2009-2011 dollars) will not be needed.

How is Fiscal Constraint Maintained as required by 23 CFR 450.216 (check all that apply)?

- New Money _____
- Anticipated Advance Construction _____
- ATP or MPO or Mn/DOT Adjustment by deferral of X other projects¹

DATE OF ATP CONCURRENCE OR N/A: N/A

DATE OF MPO ADOPTION OR N/A: N/A

AIR QUALITY CONFORMITY:

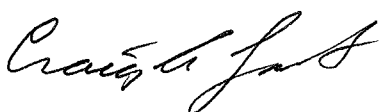
- Subject to conformity determination _____
- Exempt from regional level analysis* X
- Exempt from project level analysis* _____
- Exempt by virtue of interagency consultation* _____
- N/A (not in a nonattainment or maintenance area) _____

*Exempt Project Category # E-6 (Facility Construction);
T-10 (Vehicle Purchase);
T-1 (Service Implementation)

Per Section 93.126 of the Conformity Rules

We are requesting approval of these TIP amendments at this time. If you have any questions, please call me at (612) 349-7690. Adam Harrington (Manager, Route and System Planning) and I will be available for questions at your November 15th meeting.

Sincerely,



Craig A. Lamothe, AICP
Manager, Facilities Planning

Sincerely,



Edwin Petrie
Director of Finance

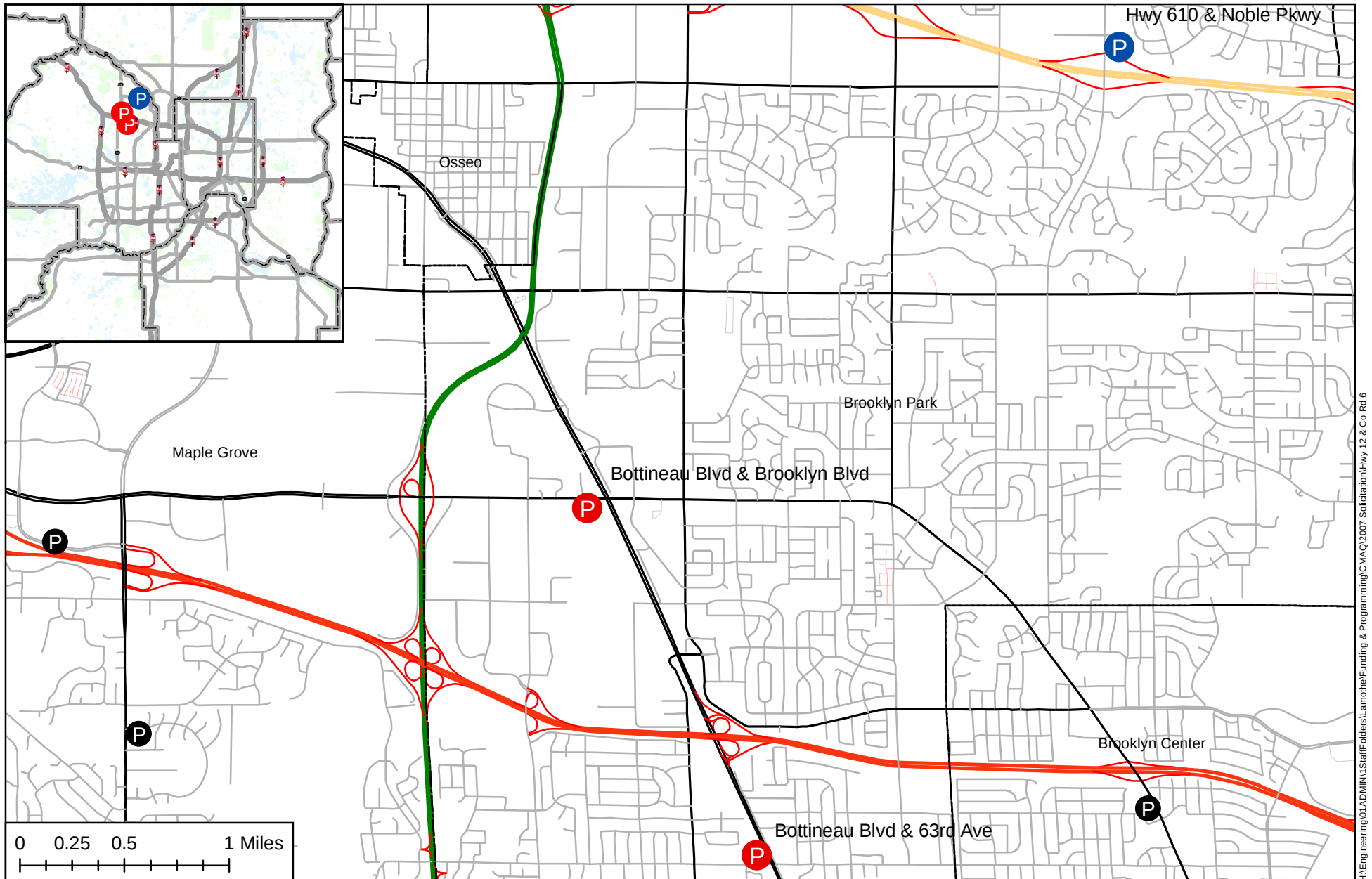
cc: Marv Lunceford, MN/DOT
Sherry Narusiewicz, MN/DOT
Brian Lamb, Metro Transit
Susan Stensland, Metro Transit
Arlene McCarthy, Metropolitan Council
Tom Weaver, Metropolitan Council

Attachments

Project Location Map
Prioritizing Criteria Recalculation & Comparison Table

¹ Change to the scope, and therefore the cost, of a previously approved project.

Relevant Park-and-ride Site Locations



Bottineau Boulevard CMAQ Funding

Brooklyn Park, MN